removed from the ignition, and provided that the means for activating the device is covered by a non-transparent surface which, when installed, prevents sight of and activation of the device. The covering surface shall be removable only by use of a screwdriver or other tool.

S4.3 Except when an automatic transmission vehicle is in ''park,'' the means for deactivating the vehicle's engine or motor shall not activate any device installed pursuant to S4.2(b) to prevent the vehicle's steering or forward self-mobility or both.

S4.4. For each vehicle type manufactured by a manufacturer, the number of different combinations of the key-locking systems required by S4.2 shall be at least 1,000, or a number equal to the number of vehicles of that type manufactured by such manufacturer, whichever is less. The same combinations may be used for more than one vehicle type.

S4.5. A warning to the driver shall be activated whenever the key required by S4.2 has been left in the locking system and the driver's door is opened. The warning to the driver need not operate—

(a) After the key has been manually withdrawn to a position from which it may not be turned;

(b) When the key-locking system is in the ''on'' or ''start'' position; or

(c) After the key has been inserted in the locking system and before it has been turned.

S5. *Compliance Test Procedure for vehicles with automatic transmissions.*

S5.1 *Test Conditions.* (a) The vehicle shall be tested at curb weight plus 91 kg (including the driver).

(b) Except where specified otherwise, the test surface shall be level.

S5.2 *Test procedure for vehicles manufactured before September 1, 1996.* (a) Drive the vehicle forward and stop with the service brakes. Apply the parking brake (if present). Try to remove the ignition key from each possible key position.

(b) Repeat the procedure in S5.2(a) with the transmission shift mechanism in each forward drive shift detent position.

(c) Drive the vehicle backward and stop with the service brakes. Apply the parking brake. Try to remove the ignition key from each possible key position.

(d) Move the transmission shift mechanism to the ''neutral'' detent position. Try to remove the ignition key from each possible key position.

(e) Drive the vehicle forward up a 10 percent grade and stop it with the service brakes. Apply the parking brake. Move the shift mechanism to the ''park'' position. Apply the service brakes. Release the parking brake. Release the service brakes. Remove the key. Verify that the transmission shift mechanism or transmission is locked in ''park.'' Verify that vehicle movement was less than or equal to 150 mm after release of the service brakes.

S5.3 *Test procedure for vehicles manufactured on or after September 1, 1996.* (a) Move the transmission shift mechanism to any position where it will remain without assistance, including a position between the detent positions, except for the ''park'' position. Try to remove the key from each possible key position in each such shift position.

(b) Drive the vehicle forward up a 10 percent grade and stop it with the service brakes. Apply the parking brake (if present). Move the shift mechanism to the ''park'' position. Apply the service brakes. Release the parking brake. Release the service brakes. Remove the key. Verify that the transmission shift mechanism or transmission is locked in ''park.'' Verify that vehicle movement was less than or equal to 150 mm after release of the service brakes.

[46 FR 32253, June 22, 1981, as amended at 56 FR 12468, Mar. 26, 1991; 57 FR 2043, Jan. 17, 1992; 60 FR 13644, Mar. 14, 1995; 60 FR 30011, June 7, 1995; 60 FR 41028, Aug. 11, 1995]

§ 571.115 [Reserved]

§ 571.116 Standard No. 116; Motor vehicle brake fluids.

S1. *Scope.* This standard specifies requirements for fluids for use in hydraulic brake systems of motor vehicles, containers for these fluids, and labeling of the containers.

S2. *Purpose.* The purpose of this standard is to reduce failures in the hydraulic braking systems of motor vehicles which may occur because of the